Gas, two separate Memoranda of Understanding were signed amongst Government of India, Government of Sultanate of Oman, HPCL/BPCL, Oman Oil Company Limsted on 13-3-1993 at Museat;

(c) The marketing of all formula petroleum products shall be through HPCL and BPCL and products other than formula products would be handled by the respective Joint venture Compnies.

Fire at Power Plant of the Mathura Oil Refinery

378. SHRI PASUMPON THA KIRUTTINAN: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether it is a fact that a fire broke out in the power plant of the Mathura Oil Refinery on the 5th May last;

(b) if so, what has been the estimated loss due to this fire;

(c) whether an inquiry has been ordered into this fire incident;

(d) if so, whether inquiry report has been received;

(e) if so, the details thereof and the action taken thereon;

(f) the number of fire incidents in this Refinery during the last five years and the total loss suffered as a result thereof; and

(g) the preventive measures taken by Government to avoid such incidents ?

THE MINISTER OF STATE OF THE MNIISTRY OF PETROLEUM AND NAURAL GAS (CAPT. SATISH SHARMA) : (a) Yes, Sir.

(b) The estimated loss to the equipment and facilities due to the fire is approximately Rs. 5.0 crores.

(c) and (d). The report of the enquiry ordered by IOC has been received by the IOC management.

(e) According to the report, the fire was caused due to leakage of lubricating oil, which soaked the insulation and subsequently caught fire due to auto ignition Action taken to avoid such recurrences includes improvement in operating procedures/practices, and in plant facilities, and upgradation of fire protection facilities.

(f) There were eight incidents of fire during the last five years in Mathura Refinery. The total loss suffered as a result of these fires is approximately Rs. 10.355 crores including the fire on 5th May, 1993.

(g) To prevent recurrence of such fire incidents, steps have been taken by the Government through its Oil Industry Safety Directorate, to advise all oil companies to analyse the cause of each major fire, to ensure further strengthening of the inspection, Maintenance and operating procedures, and to conduct periodically, special Safety Audits by multi-disciplinary teams for necessary corrective measures wherever required.

Level crossings in Madhya Pradesh

379. SHRIMATI VEENA VERMA : Will the Minister of RAILWAYS be pleased to state:

(a) the number of level crossings in Madhya Pradesh and how many of them are unmanned crossings;

(b) whether any proposals for construction of new over bridges at busy level crossings are under consideration; if so, the details thereof; indicating the estimated cost thereof and the share of the State and Central Government in respect thereof; and

(c) the number of level crossing accidents in the State during the last three years and the current year so far?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K. C. LENKA): (a) Number of Level Crossings in Madhya Pradesh is 2914 out of which 1679 are unmanned.

(b) The details of proposals under consideration are as follows: (These do not include works already sanctioned)

(Figs in lakh of Rs.)

Details of work	Location	Railway's share	State Governments share
Road overbridge in replacement of level crossing No. 23 A.	Sagar	48.40	152.4
Road overbridge in replacement to level crossing No. 175.	Nimbola	110.00	71.00
Road underbridge in replacement of level crossing No. 386 A.	Satna	141.57	388.93

(c) data of accidents is not maintained State wise.

Committee on Konkan Railway route in Goa

380. DR. BAPU KALDATE: Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that one man Committee headed by Mr. Manenzes the former Chairman of the Railway Board was appointed to examine the objection raised on the Konkan Raiway route in Goa;

(b) if so, what were the recommendations of the Manenzes Committee;

(c) whether these recommendations were accepted by the Railways; and

(d) if so, what are the reasons for appointing a new Commission headed by Justice Oza to review the route of the Konkan Railway in Goa?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K. C. LENKA): (a) Yes, Sir.

(b) The recommendations of the Menenzes Committee were as under: (i) The alignment proposed by the Konkan Railway Corporation and approved by the Goa State Government should be adopted for the section Mayem to Margao (about 46 kmt.). (ii) the alignment proposed by the Konkan Railway Corporation and approved by the Goa State Government for the section Margao to Balli (about 13 kms) should not be adopted as it bisects the villages of Navelim, Dramapur, Salzona and Cuncolim. The alignment for this section from Margao to Balli (about 13 kms) could be shifted eastwards along the foothills even though it will involve construction of 2 tunnels and is slightly longer in length.

(c) Yes Sir.

(d) An alternative route was suggested by NATPAK, a firm of consultants, which was claimed to be cheaper by Rs. 80 crores than the existing alignment. This was examined by RITES. However, in view of divergent perceptions and contradictory demands from different sections of the people, the Government decided to appoint a high level committee to look into and recommend the alignment which should be followed between Mayem and Bali under Retired Supreme Court Judge, Justice G. J. Oza

Facilities for the Sleeper Class Passengers

381. SHRI MURLIDHAR CHANDRAKANT BHANDARE: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways have created a Special class called 'Sleeper' class by charging 25 per cent more fares;

(b) if so, what additional facilities are being provided for the passengers travelling by Sleeper Class;

(c) whether Government have made any surprise checks especially on long distance trains like karnataka Express to get first hand information regarding plight of sleeper class passengers;